

**In The Claims:**

1. (Previously Presented) A method of controlling an automotive vehicle having wheels comprising:  
detecting a parking mode;  
in the parking mode, applying brake-steer at a first wheel to reduce a vehicle turning radius; and  
simultaneously with the step of applying brake-steer, increasing a normal load on at least one of the wheels.
2. (Original) A method as recited in claim 1 wherein the at least one of the wheels comprises a rear wheel.
3. (Original) A method as recited in claim 1 wherein the at least one of the wheels comprises a rear inside wheel relative to a turn.
4. (Original) A method as recited in claim 1 wherein detecting a parking mode comprises detecting a parking mode in response to a vehicle speed.
5. (Original) A method as recited in claim 1 wherein detecting a parking mode comprises detecting a parking mode in response to a steering wheel angle.
6. (Original) A method as recited in claim 1 wherein detecting a parking mode comprises detecting a parking mode in response to a vehicle speed and a steering angle.
7. (Original) A method as recited in claim 1 wherein detecting a parking mode comprises detecting a parking mode in response to a driver-actuated switch.
8. (Original) A method as recited in claim 1 wherein the step of applying brake-steer comprises applying a first brake.
9. (Original) A method as recited in claim 1 wherein the step of applying brake-steer comprises applying a first brake and a second brake to reduce the turning radius of the vehicle.

10. (Original) A method as recited in claim 1 wherein applying brake-steer comprises applying at least one brake at a first wheel to reduce a vehicle turning radius.

11. (Original) A method as recited in claim 1 wherein applying brake-steer comprises applying an increased drive torque to a second wheel relative to a first wheel.

12. (Original) A method as recited in claim 1 wherein increasing the normal load comprises controlling an active suspension.

13. (Original) A method as recited in claim 1 wherein increasing the normal load comprises controlling an air suspension.

14. (Previously Presented) A system of controlling an automotive vehicle having a plurality of brakes comprising:

means to detect a parking mode; and

a controller programmed to apply brake-steer to at least a first wheel in the parking mode, and to increase a normal load on at least the first wheel to reduce a vehicle turning radius.

15. (Previously Presented) A system as recited in claim 14 wherein the wheel comprises a rear wheel.

16. (Previously Presented) A system as recited in claim 14 wherein the at least one of the wheels comprises a rear inside wheel relative to a turn.

17. (Original) A system as recited in claim 14 further comprising an active suspension, said controller increasing the normal load by changing the active suspension.

18. (Original) A system as recited in claim 14 wherein said means to detect a parking mode comprises a vehicle speed sensor.

19. (Original) A system as recited in claim 14 wherein said means to detect a parking mode comprises a steering wheel angle sensor.

20. (Original) A system as recited in claim 14 wherein said means to detect a parking mode comprises a vehicle speed sensor and a steering wheel angle sensor.

21. (Original) A system as recited in claim 14 wherein said means to detect a parking mode comprises a driver-actuated switch.

22. (Original) A system as recited in claim 14 wherein said controller is programmed to brake-steer by applying a first brake and a second brake to reduce the turning radius of the vehicle.

23. (Original) A system as recited in claim 14 wherein said controller is programmed to apply brake-steer by applying at least one brake at a first wheel to reduce a vehicle turning radius.

24. (Original) A system as recited in claim 14 wherein said controller is programmed to apply brake-steer by applying an increased drive torque to a second wheel relative to the first wheel.

25. (Previously Presented) A method of controlling an automotive vehicle having vehicle wheels comprising:  
detecting a parking mode;  
detecting a vehicle loading condition; and  
applying brake-steer to the vehicle wheels in response to the parking mode and the vehicle loading condition.

26. (Original) A method as recited in claim 25 wherein applying brake-steer comprises applying at least one brake at a first wheel to reduce a vehicle turning radius.

27. (Original) A method as recited in claim 25 wherein applying brake-steer comprises applying an increased drive torque to a second wheel relative to the first wheel.

28. (Original) A method as recited in claim 25 applying brake-steer comprises increasing the normal load on the rear wheels.

29. (Original) A method as recited in claim 25 wherein detecting a normal load condition comprises determining a loading response to a wheel speed and throttle signal.

30. (Original) A method as recited in claim 25 wherein detecting a parking mode comprises detecting a parking mode in response to a vehicle speed.

31. (Original) A method as recited in claim 25 wherein detecting a parking mode comprises detecting a parking mode in response to a steering wheel angle.

32. (Original) A method as recited in claim 25 wherein detecting a parking mode comprises detecting a parking mode in response to a vehicle speed and a steering angle.

33. (Original) A method as recited in claim 25 wherein detecting a parking mode comprises detecting a parking mode in response to a driver-actuated switch.

34. (Previously Presented) A method of controlling an automotive vehicle having a plurality of wheels comprising:

detecting a parking mode;

in the parking mode, applying at least one brake at a first wheel of the plurality of wheels to reduce a vehicle turning radius;

simultaneously with the step of applying at least one brake, applying drive torque to a second wheel of the plurality of wheels; and

increasing a normal load on at least one rear wheel of the plurality of wheels.

35. (Original) A method as recited in claim 34 wherein increasing the normal load comprises controlling an active suspension.

36. (Original) A method as recited in claim 34 wherein increasing the normal load comprises controlling an air suspension.

37. (Original) A method as recited in claim 34 wherein detecting a parking mode comprises detecting a parking mode in response to a vehicle speed.

38. (Original) A method as recited in claim 34 wherein detecting a parking mode comprises detecting a parking mode in response to a steering wheel angle.

39. (Original) A method as recited in claim 34 wherein detecting a parking mode comprises detecting a parking mode in response to a vehicle speed and a steering angle.

40. (Original) A method as recited in claim 34 wherein detecting a parking mode comprises detecting a parking mode in response to a driver-actuated switch.

41. (Previously Presented) A system for controlling an automotive vehicle having a brake system and vehicle wheels comprising:

means to detect a parking mode;

means to determine a vehicle loading condition; and

a controller coupled to the means to detect a parking mode and the means to determine a vehicle loading condition, said controller applying brake-steer to the vehicle wheels in response to the parking mode and the vehicle loading condition.

42. (Original) A system as recited in claim 41 wherein said means to detect a parking mode comprises a vehicle speed sensor.

43. (Original) A system as recited in claim 41 wherein said means to detect a parking mode comprises a steering wheel angle sensor.

44. (Original) A system as recited in claim 41 wherein said means to detect a parking mode comprises a vehicle speed sensor and a steering wheel angle sensor.

45. (Original) A system as recited in claim 41 wherein said means to detect a parking mode comprises a driver-actuated switch.

46. (Original) A system as recited in claim 41 wherein said means to determine a loading condition comprises a yaw stability control system.

47. (Original) A system as recited in claim 41 wherein said means to determine a loading condition comprises a load sensor.

48. (Original) A system as recited in claim 41 wherein said means to determine a loading condition comprises a plurality of wheel speed sensors and a throttle sensor.

49. (Original) A system as recited in claim 41 wherein said means to determine a loading condition comprises a suspension height sensor.